

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5863

號七初月八年四十三精光

WEDNESDAY, SEPTEMBER 2, 1908.

三拜禮

號二月九美港香

330 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA

Branches and Agencies.

TOKIO. OHIO. OHIO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWHAWK.
LONDON. PORT ARTHUR.
LYONS. ANTUNG.
NEW YORK. LIOYANG.
SAN FRANCISCO. MUKDEN.
HONOLULU. TIE-LING.
BOMBAY. CHANG-CHUN.
SHANGHAI.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 4 per cent.
per annum on the Daily Balance.

On fixed deposit—

For 12 months 5 per cent.

" 6 " 4 " "

" 3 " 3 " "

TAKKO TAKAMICHI,

Manager.

Hongkong, 23rd March, 1908. [23]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

Head Office—SHANGHAI.

Board of Directors: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische)

Staatsbank

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Cologne.

Bayerische Hypothek und Wechselbank.

Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOHN,

Manager.

Hongkong, 4th December, 1907. [30]

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,752,844.84

(about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cherbon,

Tegal, Pecalongan, Pasuruan, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota

Radja (Achene), Bandjermain.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and corre-

spondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 per cent. per annum on daily

balances.

Fixed Deposits 12 months 4 per cent. per annum.

Do. 6 " 4 " "

Do. 3 " 3 " "

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July 1908. [25]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$14,000,000

Sterling \$1,500,000 at 2 1/2 = \$15,000,000

Silver \$14,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. Shilling, Esq.—Chairman.

Hon. Mr. W. J. Gresson—Deputy Chairman.

E. G. Barrett, Esq. O. R. Leismann, Esq.

O. G. R. Broderick, Esq. R. Shaw, Esq.

G. Friesland, Esq. Hon. Mr. H. A. W.

O. S. Gubbay, Esq. Slade.

W. Helms, Esq. H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 4 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 22nd August, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [18]

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,545,000

RESERVE LIABILITIES OF PROPRIETORS

..... £1,200,000

TOBACCO

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 4 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " "

" 3 " 2 " "

JOHN ARMSTRONG,

Manager.

Hongkong, 13th May, 1908. [29]

INTERNATIONAL BANKING

CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000

ABOUT MEX \$7,222,222

RESERVE FUND GOLD \$3,250,000

ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every description

of Banking and Exchange Business, receives

Money in Current Account at the

rate of 2 per cent. per annum on daily balances and ac-

cepts Fixed Deposits at the following rates—

For 12 months 4 1/2 per cent. per annum.

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [35]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ DEVANHA Capt. T. H. Hild, R.N.R. }	About 3rd Sept.	Freight and Passage.
LONDON, &c., via usual Ports	{ DELHI Capt. J. D. Andrews, R.N.R. }	5th Sept.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, and COLOMBO, PORT SAID and MARSEILLES	{ NYANZA Capt. M. S. Bradshaw }	About 9th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	{ PERA Capt. W. W. Cooke, R.N.R. }	About 12th Sept.	Freight only.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 27th August, 1908.

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

"WALK OVER"

BOOTS & SHOES.



"WALK OVER"
BOOTS AND SHOES

ARE

PERFECT IN FIT,

COMFORT AND DURABILITY.

LANE, CRAWFORD & CO.

Ask for

KUPPER'S PILSENER
BEER

And see that you get it.



Telephone

No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th August, 1908. [14]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 21st July, 1908. [47]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [14]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

(JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.)

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,

"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 20 P.M.

(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing

Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

COMPANY, LTD.)

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 559 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuch

Mails.

NORDDEUTSCHER LLOYD,

BREITEN

IMPERIAL GERMAN MAIL LINE

FOR SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and YOKOHAMA

TEAMERS: "LUTZOW" Capt. C. Dewers

TO SAIL: About WEDNESDAY 9th September.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG

DERFFLINGER Capt. G. Meiners

THURSDAY, Noon, 10th September.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

MANILA Capt. Miesner

THURSDAY, 5 P.M., 10th September.

KUDAT and SANDAKAN

"BORNIO" Capt. F. Sembill

Beginning of September

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st September, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS

STEAMERS: "VILLE DE LA CIOTAT", "Barillon"

CAPTAINS: "Verrou", "Magnen"

TO SAIL ON: 14th Sept., P.M. 15th Sept., P.M. 28th Sept., P.M.

SHANGHAI, KOBE, YOKOHAMA, OCEANIC, "Ernest Simons", "Girard"

MARSEILLES, VIA PORTS: 29th Sept., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 22d September, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES 29

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND via VANCOUVER.

PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 26

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

OUESANT 5th Sept.

AMIRAL OLRY 12th Oct.

OREYLAN 26th Nov.

CORSE 17th Jan., 1909.

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

[160]

WEST RIVER BRITISH STEAMSHIP

COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong 25th March, 1908.

Intimation.

THE YOKOHA YACHT DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 408, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Llobers, Sonnets, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[39]

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIKINI	JAPAN	First half Sept.	JAVA	First half Sept.
TJIPANAS	JAVA	First half Sept.	JAPAN	First half Sept.
TJIBODAS	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJIMAH	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJILIWONG	JAVA	Second half Sept.	SHANGHAI	Second half Sept.
TJILATJAP	JAVA	First half Oct.	SHANGHAI	First half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st Floor.

Hongkong, 29th August, 1908.

[10]

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to

BARRETO & CO.,

Agents.

Hongkong, 28th March, 1908.

[11]

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles. Specialties for all requirements.

Ask or write for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI.

27, John Street, Bedford Row, W.C. 39, Bowditch Street, 155, Nanking Road.

Hongkong, 4th March, 1908.

[11]

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No. 1

A CONE

point upwards

indicates a Typhoon to the North of the Colony.

Signal No. 2

A CONE

point upwards and a V below

indicates a Typhoon to the North-East of the Colony.

Signal No. 3

A DRUM

indicates a Typhoon to the East of the Colony.

Signal No. 4

A CONE

point downwards and a V below

indicates a Typhoon to the South-East of the Colony.

Signal No. 5

A CONE

point downwards

indicates a Typhoon to the South of the Colony.

Signal No. 6

A CONE

point downwards and a BALL below

indicates a Typhoon to the South-West of the Colony.

Signal No. 7

A BALL

indicates a Typhoon to the West of the Colony.

Signal No. 8

A CONE

point upwards and a BALL below

indicates a Typhoon to the North-West of the Colony.

Signal No. 9

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 10

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 11

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 12

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 13

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 14

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 15

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 16

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 17

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 18

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 19

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 20

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 21

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 22

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 23

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 24

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 25

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 26

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 27

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 28

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 29

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 30

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 31

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 32

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 33

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 34

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 35

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 36

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 37

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 38

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 39

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 40

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 41

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 42

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 43

A CONE

point upwards and a BALL below

indicates a Typhoon to the North of the Colony.

Signal No. 44

A CONE

Red Fox in Ground

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

Our STONE GINGER BEER

is brewed only from the finest Jamaica Ginger.

Pure, Wholesome and Refreshing.

It has, since its introduction, steadily gained in popularity, and we may now fairly claim it to be unrivalled.

PRICE 75 cents per doz.

Bottles charged for at \$1.20 per dozen and credited in full on being returned in good condition.

A. S. WATSON & CO., LIMITED.

HONGKONG, CHINA & MANILA.
Hongkong, 25th August, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MSs, nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 2, 1908.

SINGAPORE ADVICE.

Sir Henry Blake's letter on the opium proposals for Hongkong, which we reproduce elsewhere in this issue, is described by the *Times of Ceylon* as a right and left hander, and the journal adds "Hongkong has a hard time in front of it, but we can imagine that the Colony will make some effort towards compensation after the ex-Governor's plain hint to 'agitate, agitate, agitate.' Taking the cudgels on behalf of this Colony, the *Singapore Free Press*, which is exceptionally well-informed on the opium question, remarks in a leading article that that is all very well, so far as it goes. But the unfortunate thing about Hongkong is that no matter how good its case all its protests and agitations are as a sounding brass and a tinkling cymbal, for the simple but all-sufficient reason that the Hongkong public has been content to remain passive and unarméd, and has studiously neglected to provide itself with the only machinery by which it can hope to influence the Colonial Office, or even show that it is in earnest about anything. The Singapore paper imagines that Hongkong's chief misfortune appears to lie in the fact of the existence of the China Association, a comprehensive body that concerns itself with the general commercial and political interests of Britain in China, and also has lately affiliated to itself the interests of Britain with Japan through a closer association between the China Association and the Japan Association. But nowhere in all this do the relations between Hongkong as a Crown Colony and the Colonial Office or the Imperial

Government have the least place. As a Crown Colony, in so far as the possession of any political leverage that may be brought to bear in Downing Street, unofficial Hongkong simply has no more existence than the child unborn. Downing Street knows the Governor of Hongkong and his Executive Council, and to a less extent the Legislative Council. But the official majority on that body makes the opinion of the Legislative Council to be whatever from time to time the Secretary of State desires it to be. Nowhere can that be seen more clearly than in the presumption of Col. Seely that all the respectable opinion in Hongkong, on the opium suppression business, would be found to be in agreement with that of the Governor Sir Frederick Lugard, and Sir Frederick Lugard's opinion would necessarily be whatever the Colonial Office directed it to be. It will thus be seen that public opinion in Hongkong, so long as Hongkong permits it to be so, is the opinion of the Secretary of State. There are rumblings amongst the Unofficials, and the press sometimes—if Downing Street chooses to notice it, which it does not as a rule—behaves in quite obstreperous fashion. But if Hongkong will take the honest opinion of those who have regretted its helplessness as a Crown Colony of British citizens, this is no more effective than the traditional method of Chinese warfare by making faces and beating gongs. What Hongkong has to do, if it really desires to make the influence of the resident British community felt directly by the Secretary of State, is to fashion for itself a weapon whose grip shall be in Hongkong and whose hammer-head shall be in London. The *Free Press* asks: "What can the China Association know or care about the Crown Colony woes of Hongkong? And replies: Nothing. Downing Street is out of the picture so far as that body is concerned, although in almost every branch of the activities of the China Association that body may well ask the Foreign Office to look after its interests." It has been mentioned to us that in some quarters in Hongkong, where a sort of claim to a monopoly of representation of public interests is tacitly exerted, there would be displeasure at the formation of any body that would venture to express public opinion that did not take issue to speak or remain silent from the group indicated. If that be the state of things in Hongkong, the sooner it is ended the better for the welfare of the Colony. But that has been the representation made to us as the explanation why Hongkong has never created for itself, as a Crown Colony, and that alone, any machinery that might form the medium of approach to the Secretary of State without any official intermediary, the resident members of the Hongkong Association in London being the branch charged with the duty of making representations to the Secretary of State direct, through the department charged with the administration of the Eastern Crown Colonies. If ever there was a time in the history of Hongkong when such a body was needed it is now, when so large a proportion of the Colony's revenue is endangered by the surrender of the Home Government to the agitation of a parliamentary clique. We have in a previous article shown how simply and effectively such an Association can be initiated. What is it that hypnotises Hongkong, alone of the Eastern Crown Colonies? We deplore the absence of such an organisation because until Hongkong arms herself as we suggest there can be no means of co-operation between Hongkong and other Crown Colonies even if there is a common grievance to redress or a common policy to support.

LOCAL AND GENERAL.

SIR ROBERT HART, Bart., and Lady Hart left London on 6th ult. for the country, and will be away for some five weeks.

It has been decided that the treaty between Portugal and China will not be discussed by the Portuguese Parliament during the present session.

H.C. user *Greenland*, Captain C. F. Henderson, left Portsmouth on 6th ult. for the China Sea, with a d.s. on board for the China Squadron, including relief crew for the despatch ship *Albatross*, the sloop *Cadmus* and *Clio*, the river gunboat *Kinkaid*, and a half crew for the *Tamar*, receiving ship at Hongkong.

CAPTAIN W. M. STEWART, Q. J. O. O. Cameron Highlanders, has been appointed Deputy Assistant-Adjutant, and Quartermaster-General on the staff of Major-General R. G. Broadwood, C.B., commanding the troops in South China, in succession to Major R. J. Ross, Middlesex Regiment. Captain Stewart entered the Army in 1895, and after a couple of months in the West Riding Regiment, transferred to the Queen's Own Cameronians, in which he got his company in June, 1907. He was with the Cameronians up the Nile in 1898, and was engaged at the Battle of Atbara (Egyptian medal) with clasp and British medal, and also in the South African War, in the course of which he was wounded. He shared in the operations in the Orange Free State, the actions of Vet River and Zand River, operations in the Transvaal, the action of Johannesburg, and Pretoria, and a number of minor affairs in Orange River Colony and Cape Colony (mentioned in despatches, Queen's medal with six clasps).

Opium in Hongkong.

SIR HENRY BLAKE'S DEFENCE.

MR. CLEMENTI'S MEMORANDUM.

Sir Henry Blake writes to *The Times*, dealing with the Colonial Office Vote in Committee of Supply. Mr. Lytton called attention to the mandate from the Secretary of State for the Colonies to the Governor of Hongkong that all opium diavans must be closed. The Hongkong Press has shown the limitation provoked by the evidence given with somewhat brutal frankness that the Government of Crown Colonies must not expect the respectful consideration that is given to local views in self-governing Colonies, even to the extent of previous investigation on the spot before instructions are issued that profoundly affect the well-being of the Colony. By order of the Governor of Hongkong papers have been prepared by Mr. Clementi, Assistant Colonial Secretary of Hongkong, a distinguished Chinese scholar, and one of the ablest of the Civil servants of the Crown, that ought to be in the hands of every member of Parliament who is interested in the anti-opium crusade. He has dealt with the question of opium smoking in China and in Hongkong. According to the best available information, about 1 per cent. of the 400,000,000 of Chinese smoke opium; but of the 60,000,000 of Szechuan province, where 61 per cent. of the Chinese opium is grown, of which crop 91 per cent. is consumed in the province, it is calculated that 4.4 per cent. of the population are opium smokers. The population of Hongkong, exclusive of the new territories, was, in 1906, 319,803; the number of males and females over 15 years of age being 262,384. The opium farmer has heretofore sold opium to the diavans only, the lessees of which retail it to the general public. The closing of the diavans will not prevent the opium farmer from selling opium direct to the public for private consumption. These diavans are licensed by the opium farmer, and are as diverse in their surroundings and management as are the music-halls and public-houses of London. There are two classes of licences, in one of which prepared opium is sold and consumed; in the other dross opium is smoked. There are 105 licences of the first class, and 98 of the second. Mr. Clementi's figures show that the number who smoke dross opium is 7,228. The number who smoke prepared opium in diavans is 7,237, and of those who smoke prepared opium outside diavans is 12,844. The order that all opium diavans must be closed involves a loss to the opium farmer of \$100,000 per annum, to which extent, plus compensation for breach of contract, the revenue of the colony must abate, and this at a time when trade is languishing and revenue decreasing, while the demands for increased expenditure for sanitary and other purposes increase, and the estimate for the Kowloon-Canton railway has been exceeded to an alarming extent. Hongkong will not kick, therefore, at its Majesty's Government, always stern when trouble threatens, will probably not remit an equal amount of the compulsory military contribution absorbing one-fifth of the revenue, but in justice such a remission should be granted.

The result of the closing of the diavans will be to drive the diavan smokers from the diavans, which were well conducted, to their cubicles, where the young will all the more quickly learn their fathers' vices. It must be remembered that opium smoking is not a convivial habit, and save for the slight additional trouble, a man can enjoy his smoke as thoroughly on his own bed as on that of the diavan. Is the game worth the candle? And if the opium smuggler be abandoned, what will take its place? Samhu? Morphia?

OPIMUM TRAFFIC IN AMERICA.

Dr. Wright, who has been appointed by President Roosevelt as one of the International Commissioners from the United States to the Opium Conference at Shanghai, has made a report regarding the opium traffic in America. He states that apart from Chinese over 5,000 whites in New York City alone use the drug in one form or another, and that from 1903 to 1907 the importation of crude opium into the United States increased by more than 1,000,000 lbs., despite the heavy duty of 4s. a pound. Dr. Wright urges vigorous reform measures.

THE RECENT TYPHOON.

GOVERNOR'S TELEGRAPHIC REPORT.

The London *Morning Leader* of 4th August prints the following telegram, passed between the Colonial Office and the Governor of Hongkong:

Disastrous typhoon, 27 July, 28 July. One river steamer lost, about 250 passengers; otherwise loss of life, as far as is known, not heavy. Damage on shore very serious; loss on Government property alone estimated at 200,000 dollars. Private losses not yet estimated.—LUGARD.

The Secretary of State for the Colonies to the Governor of Hongkong (sent 3 Aug., 1908):

Your telegram of 30 July: News of typhoon received with great regret by His Majesty's Government, who desire me to convey to you my sympathy at Hongkong sincere sympathy at this second disaster within two years.—CREWE.

TIM M.M. Sir. Yarrs arrived at Shanghai on 27th ult. from Japan and Captain H. Seller reports meeting bad weather at 9 a.m. on the 26th, which developed into a typhoon when the vessel was 200 miles from the Saddle Islands. When near the Saddle Islands the full force of the typhoon was encountered and the barometer reading was 731. At one time the 'glass' went down three millimetres in one hour. At 6 p.m. the vessel was in the middle of the storm which continued with unabated fury until 9 p.m. when it began to moderate. The typhoon first came from the N. N. E. and at 4 p.m. it was blowing from the N. W. The ship behaved in a splendid manner, and was well navigated, and did not sustain any damage. No boats were smashed or carried away, and the only thing that was lost was a small canvas screen on the bridge deck.—Sir Robert Hart.

CANTON DAY BY DAY.

PIRACY.

[From Our Own Correspondent.]

Canton, 2nd September.
On the 29th ultimo, at about midnight, a passenger launch was held up by a number of pirates at a place named Tung Tou in Weichow. When the launch was under their control, the pirates sailed away on board; her to attack another passenger launch named *Lee Yick* in the vicinity. The crew of the last mentioned launch vigorously offered resistance, but was obliged to yield owing to the larger number of the sea robbers, with the result that four of the crew were killed.

PROTECTION AGAINST RIOTERS.

The Cantonese residing in Kwangai, at Tai Woong Kong, where a riotous outbreak occurred recently and was suppressed by Admiral Li Chun in co-operation with the local officials, have now made a representation to the Canton Self-Government Society, with the fact that, at present, though the disturbances there have been suppressed, the mutineers occasionally return to the locality and disturb the peace of the public. In the representation the Society, was requested, on behalf of the Cantonese people, to apply to the Canton authorities for a large number of troops to be stationed in Tai Woong Kong for protection.

SELF-GOVERNMENT SOCIETY.

Besides the above instance the Self-Government Society has received several representations, complaining of cases of piracy and robberies in the surrounding districts of Canton, and the members of the Society have been asked to refer the facts of the reported cases to the authorities. A general meeting has been convened for to-day by the Society to discuss what steps should be taken to deal with these representations, as well as the question of promoting native industries.

PUI KING FOOK.

Through the recommendation of the Viceroy H.E. Chang Jen-chun, Pui King Fook, a banished official, was released, and he has since been given his freedom. Yesterday, Pui sent a telegram to H.E. Chang in which he tendered him his hearty thanks for the signal favour in securing his release and stated that he will one day return to Canton to thank the Viceroy personally.

LIKIN COLLECTIONS.

The collection of Likin dues during the last ten days of the 7th moon as reported by the Likin officials amounted to 3,198,991 taels.

THE SUGAR INDUSTRY IN MANCHURIA.

THREATENED COMPETITION.

The sugar industry, which for many years has suffered from the embarrassment created by speculative overproduction, is soon to be faced with new competition in the Far East, says the *Echo de Chine*, and there is every prospect of the competition proving successful. Several enterprises of this nature are on the point of being inaugurated in Manchuria and on the borders of Russia, while others are projected.

It is reported from Harbin that a joint-stock company with a large capital has been floated by a group of Polish capitalists with the object of establishing a large sugar factory at that railway centre.

Extensive areas of land in the vicinity of the Chinese Eastern Railway have already been purchased with a view to the cultivation of beetroot. Trials of the product made last year have given the most satisfactory results. The work of constructing the manufactory is to be commenced without delay, and it is calculated that regular operations will be commenced from next year.

Another enterprise of the same nature is about to be created in Manchuria, on the initiative of an influential Chinese landowner, Liu-Tchung, and under the direction of a French expert. The construction of the factory in the neighbourhood of Kwangcheiwei will be commenced in two or three months.

A prominent Chinese naturalised in Russia, Tiphony (?) by name, whose commercial enterprise at Port Arthur is well known, is credited with a scheme to open up an extensive exploitation of the sugar industry.

General conditions are very favourable to these industrial enterprises. Moreover, large areas of land most suitable for the cultivation of the beet may be had at a ridiculously low price. The experiments made last year proved that the beets grown on the land in question yielded 25 to 30 per cent. of sugar, that is, nearly double the average yield in Europe. Manual labour is plentiful and cheap, while, as the cultivation will be carried on in proximity to the railway, the cost of transport will not be very high.

The price of European sugar is considerably augmented by the cost of transport over the immense distance separating Europe from the Far East, so that even if bounties are granted European sugar will not be able to withstand the competition of the native product, and this applies not only to China but also to Siberia. It is anticipated that Manchurian sugar will affect the export from Java, but the latter may find other markets.

The *Japan Herald*, in a translation from a Japanese journal, reports that Mr. F. H. Booth, a British visitor, who is staying at the Fujiya Hotel, Hakone (?), with his family, started on Thursday morning on a visit to the Dongo Temple, taking with him three rikishamen. After climbing Myo-jigadake, Mr. Booth rested by the roadside to take some refreshment. As he opened a bottle of ginger ale the bottle accidentally exploded, and Mr. Booth sustained rather severe injuries to his left hand. Mr. Booth, who fainted, was taken to Sekimoto on the back of a rikishaman and afterwards removed to Dr. Mufuku's hospital at Odawara, where he arrived at about 6.30 in the evening. Chloroform was administered, and a surgical operation was performed. It is expected that Mr. Booth will be able to leave the hospital in a week hence.

BIG FIRE IN KOBE.

FOREIGN GODOWN GUTTED.

A serious fire occurred last night on the premises of Messrs. Raspe and Co., 91, Yedo Machi, reports the *Kobe Herald* of 26th ult. At about 10.45 p.m. smoke was observed to be issuing from their principal godown, a three-storied brick building covering about 100 tubo of ground, and the place was soon in flames. The foreign employees of the firm were at once notified and soon appeared on the scene. The flames were extinguished in about an hour and a half. The roof of the godown was completely destroyed but none of the adjacent buildings were in any way damaged. The fire is said to have originated amongst a quantity of straw-braid in the third storey and thence spread downwards. There were large quantities of piece goods and general goods on the ground floor of the godown, which were more or less damaged by water, if not by fire. The total amount involved on the contents of the godown is about one hundred and fifty thousand yen. The building and goods were insured with the Netherlands Fire and Life Insurance Company and the North-British and Mercantile Company, of which Messrs. Raspe and Co. are the agents. One or two other companies are involved for comparatively small amounts, the New Zealand having had a risk for ¥10,000.

Nothing is known as to the origin of the outbreak. Smoking has, of course, been suggested; but as the firm took special precaution to prevent smoking in the godown, employing both a European and a Chinaman to maintain an efficient watch, it is doubtful if this was the cause. That the fire originated a considerable time before the alarm was given is evident from the fact that hill residents saw a column of smoke rising from the locality between 9 and 10 o'clock. Valuable assistance was rendered by the Fire Brigade and there was no lack of water. At one time there seemed to be great danger of Messrs. Raspe and Co.'s offices igniting but this danger was happily averted. Their books and papers however were removed to the offices of Messrs. Winkler & Co. who kindly placed the basement of their large building at the disposal of the parties who supervised the removal. Some damage was caused by water in Messrs. Hellyer and Co.'s premises but so far as we can gather it was not of a very serious nature. It is a matter for congratulation that the outbreak was confined to the godown—one of the strongest in the Settlement, by the way—as it is more than probable that, if the flames had spread to the offices on Kita Machi, the three-storied building occupied by the American Trading Company would also have gone.

THE GREAT EXHIBITION OF JAPAN.

SUGGESTED POSTPONEMENT.

We learn from the *Nippon* that a proposal is made to postpone the coming Great Exhibition of Japan, now arranged to be held in 1912, and the Exhibition Bureau has been instructed to investigate the proposal. On the 17th ultimo Mr. Okura, leading business man of Tokyo, was summoned to the Exhibition Bureau and consulted on the proposal in the presence of the Minister of Agriculture and Commerce.

It is maintained in some quarters, says the *Nippon*, that although it is not beneficial to the national prestige of the Empire to postpone the Exhibition, yet, if such a course is unavoidable in the national circumstances, foreign countries may not raise any objection, as they have not yet made preparations in any tangible form. If a premise is made to foreign countries that the plan of the Exhibition will be enlarged and their various wishes satisfied, they will have no objection. Should the Exhibition be postponed for five years, not much difficulty will be experienced in enlarging the plan, as a large sum of money may be saved during that period and devoted to the scheme. A postponement is advisable as it affords the advantage of making the Exhibition more complete and of relieving the finances of the Government.

A certain number of the House of Peers, says a Japanese paper, takes the proposed postponement of the Exhibition as a gauge of the difficulties experienced by the Katsury Cabinet in elaborating a financial scheme. Presumably the Ministry has failed to arrange the postponement of the military works as allowed, and a refuge has been sought in the postponement of the Exhibition in order to find the money to make good the deficit. The Exhibition was first proposed by the Diet and supported by the Genro and officials and only then did it meet with the approval of the last Cabinet. The Diet will probably dissent from the postponement. It will be a disgrace to the Empire in the eyes of the foreign Powers to postpone the Exhibition on account of the country's financial difficulties and such a course will injure the national prestige.

The proposal should be considered twice before it is put into execution. Mr. Wada, Chief Commissioner of the Exhibition, denies the report of the postponement of the Exhibition as unfounded. The Government is aware of the necessity of curtailing expenditure, but is not likely to seek economy in the estimate for the Exhibition. It may be easily perceived that the prestige of Japan will not permit of the adoption of such a disgraceful course now that foreign Powers have promised to lend their support. It is impossible, however, for the Government to increase the estimate for the Exhibition even if the arrangements of the foreign Powers in connection with the Exhibition, surpass those of Japan itself, and no alteration will be made in the plan at first drawn up.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI REFUGE.

REORGANIZATION ROOM-MENDED.

"DAILY NEWS" CAMPAIGN SUCCESSFUL.

[From Our Own Correspondent.]

Shanghai, 2nd September.

3.55 p.m.

In consequence of the exposure by the *North China Daily News* the Mixed Court Magistrate recommends the removal and reorganization of the Sinza Refuge.

CHINESE EMPEROR ILL.

SUFFERING FROM DYSENTERY.

[By courtesy of the "Sheung Po"]

Peking, 1st September.

The Emperor is suffering from an attack of dysentery.

The physicians in attendance are somewhat exercised as to the treatment to apply to the Imperial patient.

[Kaiser's.]

The Peace of Europe.

London, 31st August.

H. I. M. The Kaiser, speaking at Strasbourg, said he was firmly convinced that European peace was not imperilled. It rested on too firm foundations to be upset by the incitements and calumnies of envious and ill-disposed individuals. The princes and statesmen of Europe were aware of their responsibility to God for the lives and prosperity of the peoples under their rule, who wished quietly to develop the magnificent achievements of civilization, and to measure their strength with one another in peaceful rivalry. Peace was further assured by the strength on sea and land of the German people in arms.

His Majesty concluded by declaring that Germany was determined to maintain and develop her forces and interests without fear or favour.

Later.

The Race Question in America.

A test case tried in the San Francisco courts has decided that children of Mongol parents though born in San Francisco are not Americans, and are not entitled to use the City schools.

Persia.

A telegram from Tabriz, which has been published in Berlin, states that the revolutionists have sent an ultimatum to the Shah demanding, *inter alia*, the selection of the Ministry from among the revolutionaries, and the expulsion of the reactionaries from Teheran.

THE LATE MRS. VAUGHAN SMITH.

AN APPRECIATION.

Many residents of North China and Japan will regret to hear of the death of Mrs. Vaughan Smith, the well-known journalist. The deceased lady was at home for six months on a well-earned holiday after 15 years' service in the Far East. She was medically advised to submit to surgical operations for gonitis, and did so on July 1; pneumonia supervened, and she died on July 15. Mrs. Vaughan Smith was well known in Yokohama, Shanghai, and Tientsin as an accomplished and versatile journalist. She was a lady of wide accomplishments, and with an infinite capacity for hard work. Perhaps her greatest success in newspaper work was the clear precision with which she saw the bearing and tendencies of the Shanghai Edition of 1896, and her prediction of its development into the great Boxer rebellion of 1900. It did not lessen the credit of this that both the Ministers in Peking and the public gave no heed to her prophesying never so wisely. For the last eleven years Mrs. Vaughan Smith has been associated with the *Peking and Tientsin Times* both as editor and sub-editor. Her long journalistic experience in the Far East rendered her an invaluable servant to the proprietors of that newspaper. At their generous initiative she was sent home on a six months' furlough. Her visit was purely one of pleasure, and there was no idea of surgical treatment when she left Tientsin in May. Her premature death will be widely mourned in Tientsin. Mrs. Vaughan Smith leaves one son, now in India, and one daughter, who accompanied her home. Profound sympathy will be felt for this young lady left alone in a strange environment.—L. & C. Express.

Messrs. Fradelle and Young, of Regent-street, have issued a large set of photographs of the guests at the recent dinner given by the China Association to Sir Robert Hart. Considering the difficulties of a picture of this sort, the result is, in the main, satisfactory, many of those present being very clearly delineated.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

BRITISH MERCHANTS IN HANKOW.

COMPLAIN OF TRADE DEPRESSION.

(By courtesy of the "Sheung Po.")

Peking, 1st September.

The British merchants in Hankow, in view of the present depression of trade, have applied for a reduction in Customs dues on all merchandise imported into the Province.

The Waiwupu has no intention of considering the application favourably.

SUPERINTENDENT OF RAILWAYS.

CHANG CHIH-TUNG'S SUGGESTION.

(By courtesy of the "Sheung Po.")

Peking, 1st September.

It is rumoured that H.E. Chang Chih-tung has applied for the transfer of the office of Superintendent of Railways, now vested in him, to the Viceroy and Governors of the respective Provinces within which railways are constructed.

The Imperial Government appears to view the suggestion with favour.

PEKINGESE JUBILANT.

COMMEMORATING THE CONSTITUTIONAL GOVERNMENT DAY.

(By courtesy of the "Sheung Po.")

Peking, 1st September.

The people in Peking are jubilant over the Imperial Decree issued on the first day of the 8th moon (27th August) appointing the date for the institution of Constitutional Government in nine years' time.

The citizens propose to call a mass meeting to consider ways and means for commemorating the issuance of the popular Decree.

Their Majesties the Empress Dowager and Emperor Kwang Hsu issued an edict approving the memorial from the Prince Pu Lu and the other members of the Legislative Council, with regard to the constitution laws, parliament and vote, and other necessary preparations should be completed before the opening of the Parliament, and that their propositions are clear and wholesome. The Council of Parliamentary representation and the Legislative Council were ordered to discontinue their propositions after having been endorsed with the Imperial stamp, together with this edict, to all yamens in the Capital, Viceroy, Governors and their respective underlings; that all officials shall execute these propositions according to the time granted, and the results are to be reported to their Majesties every six months.

The Metropolitan officials, Viceroy and Governors are also advised to take steps without delay to encourage education and self-government among their peoples.

As to the question of the opening of the Parliament, their Majesties gave a period of nine years for the accomplishment of all the necessary preparations. The constitutional laws, which are to be made by His Majesty the Emperor, will then be published, and an Imperial decree for summoning the parliamentary representatives will be also issued by that time.

TANG SHAO-YI.

TO INQUIRE INTO REPUBLICAN GOVERNMENT.

(By courtesy of the "Sheung Po.")

Peking, 1st September.

H.E. Tang Shao-yi, being about to proceed on his special mission to America, has had an audience with their Majesties the Emperor and Empress Dowager.

Their Majesties directed the Special Commissioner to make a special study of the form of Republican Government obtaining in the United States during his sojourn in America.

JAPAN.

THE NEXT BUDGET.

Tokio, August 28. The Cabinet met to-day and settled the outlines of the next budget without difficulty. The amortisation funds are to be increased from ¥7,000,000 to ¥10,000,000.

The postponement of Government enterprises, including questions of the army and the navy, amounts altogether to ¥100,000,000.

THE EXHIBITION.

The United States, which is the most interested among the Powers in the Tokio Exhibition, has assured Japan that she has no objection to the postponement of the Exhibition.

EMIGRATION QUESTIONS.

The reported refusal of Japan to negotiate a new immigration treaty with the United States is without foundation. The existing arrangements are working satisfactorily.

SAVING OF ¥ 200,000,000.

With reference to my earlier telegram, the curtailment, postponement and cancellation of military and other enterprises amount altogether to a sum of ¥200,000,000. This includes a saving of about ¥80,000,000 on public bonds, which were a part of the policy for the maintenance of the Government enterprises, but are now abandoned except for railway works, which are to be put on a separate account. Even the railway bonds will not be issued for three or four years.

The Tokio Exhibition has been postponed for five years; that is until the jubilee of the Emperor's accession when it will be held on a grander scale. —M. C. D. News.

CHINA'S REVENUE AND FINANCE.

HOW TO REPLACE THE OPIUM REVENUE.

Under orders from the Empress Dowager, the Grand Councilors of State and the President of the Ministry of Finance held a meeting in the office for the discussion of Government affairs on the 12th ult. for talking over ways and means to raise funds to replace the opium revenue, which will be entirely lost to China when the sale of opium is abolished in this Empire.

The questions discussed were the increase of the import tax on foreign and Chinese tobacco, cigarettes and cigars, the stamp tax, and the increase of a cash (1/3 of one for ten cash copper coin) on the price of salt per catty, throughout China.

As the first concerns foreign merchants, the proposed tax cannot be increased without the recognition of the Foreign Ministers in Peking; the second is still opposed by the Chinese merchants in North China, on account of the depressed condition of trade; so that, though a stamp tax office was established at Paojing and Tientsin in June last by Viceroy Yang of Chihli, under the control of Taitai Huang Chun, yet no tax has so far been collected.

It is stated that the Foreign merchants at Tientsin have also petitioned their respective Consulate asking for a postponement of the stamp tax until the foreign and native trade is in a better condition, while the Viceroy and the Governors of the Lianghwang and other Provinces have wired to the Peking Government, some opposing the increase of price on salt entirely, and others proposing to increase only a cash per catty, on the ground that salt is one of the daily necessities of the people.

It is estimated that about Tls. 20,000,000 can be obtained from these sources every year, which will be quite sufficient to replace the lost opium revenue, if they are properly imposed and collected by honest officials; but owing to various reasons and opposition, nothing has been decided up to the present.

Now Duke Tsai Tsi, President of the Ministry of Finance, intends to impose an additional tax on wine, sugar and native smoking leaves and other smokes for Chinese water pipes produced in Szechuan, Kwangtung, Fukien and some other Provinces in order to raise funds.

The native opium revenue in Kiangsu and Yunnan will be finished next year, for the Viceroy's Tzu Fang and Hsi Liang have prohibited the cultivation of native opium within their respective jurisdictions during the latter part of 1908, under severe penalties. In addition to the confiscation of their fields to the Chinese Government, the offenders will be most severely punished if they are caught growing the dangerous plant after the fixed date; that is, after the end of October this year, as proclaimed by Viceroy Tzu Fang and Hsi Liang some time ago, with a view to putting the anti-opium edicts into actual force.

The Peking Government has issued orders to the various Viceroy and Governors to the effect that they and their subordinate officials will be rewarded with official ranks or money if they can stamp out the growth of native opium within their respective jurisdictions during the course of the next one or two years, or as soon as they possibly can, without waiting for the period fixed, viz., ten years.

In consequence of the recent degradation of Wei Bai and Tsi Chang for posing themselves as non-opium smokers, while in reality they have been in the habit of smoking the dangerous drug for many years, the prohibition of opium smoking among the official classes in Peking is in full swing at the present moment. —China Critic.

Several evenings ago a collision occurred at Woonan between U.S.S. *Callao* and the tow boat *Shun Yuen*. Both vessels received slight damage, the *Callao* about the bows and the *Shun Yuen* on the side. The tow boat has since been docked and repaired.

A Tokyo message states that the training ship *Matsumoto*, whose name was removed from the active list of the Navy on July 31, is now being repaired at Yokohama. It will be remembered that the vessel was sunk by an explosion of torpedoes, heavy loss of life ensuing.

A SAD WEDDING.

BRIDE BECOMES WIDOW WITHIN FOUR DAYS.

The death of Mr. Max P. von Jaminet at the General Hospital in Shanghai last Thursday was the closing scene in a drama of real life—sad and as tragic as any that has ever been delineated on a stage, says the *China Gazette* of 25th ultimo.

When the official notice was issued from the German Consulate about three weeks ago that Mr. Jaminet, a resident of Hankow, native of Prussia, born at Berlin, was to be married to Miss Marie Schmidt, 23 years of age, also born in Berlin—little was it expected that the marriage would take place under the sad circumstances that eventually surrounded the ceremony.

About a month ago, Mr. von Jaminet, who was employed by the Ping Hsiang Coal Mining Co. at Hankow, became ill, and it was decided that he should take a trip to Japan for his health. His condition at that time, while not alarming, was still of such a nature that he considered it better that his marriage should be postponed, and he therefore sent a telegram to Germany with the intention of advising his fiancée who was just about that time to come to the East to be married, that she had better postpone her trip. Unfortunately, however, the *s.s. Derfflinger*, on which the young lady was to come out, had already left port when the telegram arrived and consequently never reached her.

In the meantime, Mr. von Jaminet went to Japan, and whatever the reason may be, his condition there instead of getting better became worse; he therefore took passage for Shanghai where he entered the General Hospital. By this time he was in a very serious condition, the disease with which he was suffering—dysentery—having advanced to an acute stage. Dr. Krieg was in attendance, and in spite of his best efforts, Mr. von Jaminet's health continued to become worse—he, when he arrived at Shanghai, having reached such a stage that there was little hope for his recovery.

During this time, the *s.s. Derfflinger* continued its voyage, Miss Schmidt being altogether unacquainted with the unfortunate condition of her fiancée, while on her part was unaware that she was on her way out.

The steamer arrived in Shanghai on Sunday morning about half past ten. On being apprised of the state of affairs, arrangements had been made by the friends of both parties for the marriage ceremony to proceed at once and the wedding took place at the General Hospital, before the German Consul, about eleven o'clock. As mentioned above, and as understood by both parties to the marriage, the condition of Mr. von Jaminet was hopeless. His death occurred four days later.

The young bride, so suddenly made a widow in a land half way round the earth from her native land, has received expressions of sincere sympathy from all who have been acquainted with the circumstances.

Dr. and Mrs. Krieg, whose kindness and generosity on almost innumerable occasions have endeared them not only to the recipients of their kind acts but to that much greater number who, while not in need of help or sympathy, having heard of their kindnesses, accord to them the full measure of honour and praise, which their actions deserve—on this occasion also took matters in hand and everything was done by them for the young widow's comfort.

Mrs. von Jaminet will return to Germany on Saturday, the 5th September, on the same boat on which she came to East. In the meantime she is living with Dr. and Mrs. Krieg.

THE KANEGAFUCHI SPINNING COMPANY'S FRENCH LOAN.

EXTENSIONS OF WORKS.

At the French Consulate yesterday (Aug. 25), Mr. Bato, representing the Kanegafuchi Spinning Company, signed the documents necessary to complete the loan advanced by French capitalists, in the presence of the French Vice-Consul and M. Gysin. He afterwards proceeded to Osaka, to be present at a meeting of the Associated Spinning Companies held there. It is believed that Mr. Bato will shortly accompany Mr. Gysin to Paris on business of the company. As formerly reported in these columns the amount advanced to the Japanese Company by the Parisian bankers was ¥2,000,000, bearing interest at 7.5 per cent, including commission and sundry charges, and is guaranteed by the Mitsui and Mitsu Bishi Banks. It is now stated that the money will be left with the London branch of the Mitsui Bussan Kaisha and will be used to pay for new machinery purchased by the company. The company has this year commenced large extensions of its works. At the head factory at Tokio 33,712 new spindles are being introduced; at the principal silk yarn factory at Kioto, 10,000 new spindles for silk and 3,350 for "tsumugi" yarn are being put in; at the Kioto factory, formerly known as the Ken-men Bosenki, 5,100 spindles for silk and 1,260 for silk and 1,165 for "tsumugi"; at the Sumoto branch, 20,800 spindles for cotton and 300 weaving machines; and at the Takagyo Fyotile factory 21,400 additional spindles. Part of the new machinery is already in operation and it is expected that all will be so by June or July next year. —Asahi Herald.

The King has been pleased to give and grant unto Edgar Bruce Hart, Esq., Commissioner of the Imperial Chinese Maritime Customs, His Majesty's Royal Licence and authority to accept and wear the Insignia of the First Class Order of the Third Division of the Imperial Chinese Order of the Double Dragon, conferred upon him by His Imperial Majesty the Emperor of China, in recognition of valuable services rendered by him.

GERMAN AIRSHIP DESTROYED.

ZEPPELIN IN TEARS.

The *Morning Leader* of 6th ult. says—Count Zeppelin's airship is destroyed, and with it the hopes of its constructor—for the time being. Yesterday a thunderstorm struck the balloon while at its moorings, a motor exploded, and several parts of the airship burst into flame. The blazing ship was caught up by the wind, and when it descended it was a hopeless, shapeless ruin.

The Count sobbed and broke down entirely when told of the destruction of his airship. It will be some sort of satisfaction to him, doubtless, that the German Government has decided to give him the 500,000 marks which he demanded for his dirigible, though it only comes in the nature of a solatium.

The bitter irony of the occurrence is that it happened in the very moment of the triumph of the airship and its constructor. On Tuesday Count Zeppelin had accomplished with ease a twelve hours' trip from Friedrichshafen via Bale, Strasbourg, and Mannheim, and was making for Mayence when some defect in the motor caused a descent to be made at Oppenheim. The airship was on its return trip to Constance yesterday when it was destroyed.

WRECKED BY A STORM.

Berlin, August 5. While all the country is following the doings of Count Zeppelin's airship with breathless expectation, and the utmost sympathy is felt with the Count in the two mishaps which occurred during yesterday's voyage, comes the news of the destruction of the balloon—news which is regarded almost in the light of a national calamity.

A telegram to the *Lokalanzeiger*—the only paper which received the bad tidings in time for publication this evening—from Stuttgart says:

At three o'clock a violent storm arose, tearing the balloon from its anchors and driving it in a south-west direction. About fifty yards from the landing-place the rear end of the balloon sloped downwards, while white clouds emerged from the front. Suddenly, with a terrible detonation, a column of fire broke out, a cloud of smoke followed, and the balloon was lost to sight. It is totally lost.

The catastrophe occurred during the second landing, which the Count was compelled to make at Echterdingen, near Stuttgart. The voyage of yesterday was to be considered merely a trial trip for the Count's satisfaction, and was not the crucial test demanded by the Government.

RETURNING TO CONSTANCE.

The motor defect at Oppenheim proved so slight that the airship was able to reach Mayence. Towards midnight, the majority of the people, tired of waiting, went home. The airship manoeuvred successfully over the town, then passed Worms and Mannheim homeward bound, where thousands of enthusiastic persons had assembled to cheer.

Notwithstanding the darkness of night, Stuttgart was reached by half-past six, and everyone in the city was up to about "Hurrah!" Here the last postcards were dropped from the airship. They bore these words, signed by the Count: "Returning home after an eventful voyage."

A few minutes later occurred the second mishap—another motor defect—and Count Zeppelin, who had gone some distance working with one motor, was forced to descend in consequence of the strong wind. The descent was made quite easily at Echterdingen.

The balloon had lost a good deal of gas, and a supply was sent on from Friedrichshafen. The disappointment of the crowds there at the delayed return was very great. The King of Wurtemberg waited vainly with the Countess Zeppelin, and only left the spot when he was assured that the airship could not possibly arrive for some hours.

NO ONE IN THE AIRSHIP.

Fortunately the airship was unoccupied at the time of the catastrophe. Two machinists attempted to spring into the car as the storm arose, and were severely injured.

The force of the boisterous explosion was so great that the balloon was literally torn to rags. The Count was at dinner at the time, and a representative of the *Lokalanzeiger* was the first to convey the distressing news to him. On hearing it Count Zeppelin broke down and sobbed. He has returned to Friedrichshafen, where telegrams of the deepest sympathy are constantly arriving from all parts of the country. The German Aeronauts' Association has promptly started a compensation fund, and large sums have already been contributed.

The destruction of the airship occurred before the eyes of a crowd estimated at from 10,000 to 50,000 people, adds Reuter. A sudden violent thunderstorm breaking over Echterdingen struck the balloon at its moorings and blew one of the cars into the air. It fell back, striking the ground, and a motor exploded, setting fire to the adjoining parts of the airship.

BLAZING AIRSHIP CARRIED AWAY.

Several soldiers who were helping to hold down the airship, and were dragged into the air, with the ascending car, were severely injured by the explosion. Nothing could now be done, and the blazing airship was caught by the storm and driven up into the air, where it was completely annihilated.

From Echterdingen Count Zeppelin proceeded by motor-car to Stuttgart, and left by the six o'clock express for Friedrichshafen.

With reference to a proposal for amalgamating the Whale Fishing Companies, it is stated that, whereas ten years ago there were only two whalers in Japanese seas, and their catch for the year aggregated only 20 whales, valued at ¥26,000, last year the number of whalers was thirty, and they took 7,000 whales, valued at ¥1,400,000. There are said to be now over twenty companies, and the competition between them is so keen that they are not only doing their best to rule each other by legitimate means, but are alleged to go so far as to rob each other by force.

To-day's Advertisements.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, the 25th instant, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing officers for the ensuing year, &c.

DAVID WOOD,

Acting Honorary Secretary.

Hongkong, 2nd September, 1908. [80]

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, on SATURDAY, 5th September, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

Post entries will be accepted for event No. 3 REGINALD F. C. MASTER, Hon. Sec. and Treasurer.

Hongkong, 2nd September, 1908. [80]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain A. K. Gentles, will be despatched for the above Ports, on SATURDAY, the 5th September, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 2nd September, 1908. [798]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex *S.S. Victoria*.
From Australia, &c., ex *S.S. Himalaya*.
From Calcutta, ex *S.S. Borneo*.
From Persian Gulf, ex *B.I.S.N.* and *B.S.P.S.N.* Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th instant, 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 2nd September, 1908. [7]

PLAGUE PROBLEMS AND A SUGGESTION.

The plague-carrying rat is still in India, in Hongkong, in Mauritius, in the Straits, and though fierce war has been waged against him we are as far as ever, it would seem, from stamping him out. There has come into existence lately an Incorporated Society for the Destruction of Vermin, which is the outcome of the work of such men as Sir Patrick Manson, Major Ross, Dr. Andrew Balfour, and Dr. Keck. Under the auspices of this society, with Sir Patrick Manson in the chair, Dr. Louis Sambon, Lecturer to the London School of Tropical Medicine, has just read a paper on "Vermin as a Disease Carrier" at the Royal Society of Medicine. The burden of Dr. Sambon's argument was that we must, in matters of medical science, take a very wide view, and what constitutes vermin. As for the rat and his connection with the spread of plague, Dr. Sambon showed that this pest was dreaded by the wise men of the East thousands of years ago, and by the Romans in classic times. Indeed, if we may accept the lecturer's views, the worship of serpents, and more especially of the deadly cobra, was due to the fact that these reptiles were regarded as servants of preventive medicine, the slayers of disease-carrying rats. As the effective destroyers of rats, the serpents were fostered and venerated in Eastern temples, and adopted as symbols of medicine entwined about the magic *Asclepias* rod. However this may be, it has been abundantly proved that in the East the rat as a disseminator of plague was very early recognised. It is to be noted that plague, long after it ceased to be epidemic in the United Kingdom, persisted in a sporadic form, and disappeared about the same time as the extinction of the black rat. From this we would deduce two things—first, the necessity of a vigorous and sustained campaign against rats in tropical and sub-tropical countries, coinciding with, or, preferably, even commencing prior to, any organised warfare against them at home; secondly, the desirability of trying a little experiment. We must not attempt to upset "the balance of Nature" too abruptly. Thus why not introduce the grey rat into some Eastern island and see whether he will not destroy the black rat and get rid of plague?

Intimations.

YOU MAY BUY FROM US A VICTOR



AT \$2 per week.

CALL AND HEAR OUR LATEST RECORDS, IMPROVED MACHINES AND THE MARVELLOUS AUXETOPHONE

THE ROBINSON PIANO CO. LTD.

Hongkong, 22nd August, 1908. [33]

KOWLOON HOTEL.

GUEST NIGHT EVERY SATURDAY AND SUNDAY

OPEN AIR CINEMATOGRAPH SHOW TO-NIGHT AND EVERY NIGHT IN

THE HOTEL GARDENS

AT

9.15 p.m. sharp.

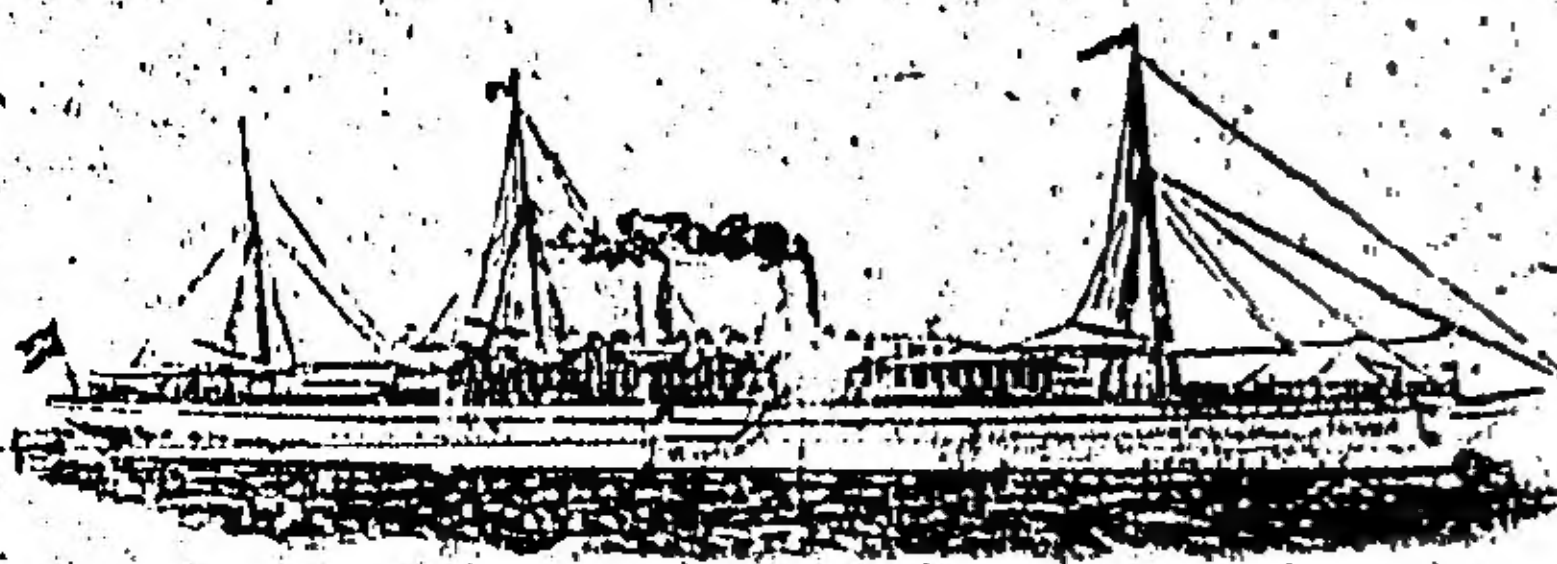
ADMISSION 60-cds.

Assorted Ices will be served during the performance.

Hongkong 31st August 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific in the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 26th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,103	SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M. S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class Via Canadian Atlantic Ports or New York £71.10
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40..... £42

First-class rates to London include cost of Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Black Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	"YUEN-SANG"	FRIDAY, 4th Sept., 4 P.M.
SHANGHAI VIA NINGPO	"WING-SING"	SUNDAY, 6th Sept., Daylight
SHANGHAI, YOKOHAMA, KOBÉ	"NAMSANG"	TUESDAY, 8th Sept., Noon
MANILA	"LOONGSANG"	FRIDAY, 11th Sept., 4 P.M.
SINGAPORE, PENANG & CALUTTA	"FOOKSANG"	SATURDAY, 12th Sept., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kutsang, Namsang, and Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 2nd September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMSHIP	TO SAIL
HOIHOW, PAKHOI & HAIPHONG	"SINGAN"	3rd Sept., 9 A.M.
SHANGHAI, TSINGTAU, CHEFOO & NEWCHWANG	"NAICHANG"	3rd " 4 P.M.
SHANGHAI	"SHAHSING"	4th " "
MANILA	"TRAN"	8th " "
MANILA, ZAMBOANGA and AUS-TRALIA	"TAIYUAN"	10th Oct., "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 2nd September, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 12th Sept., at Noon.
RUBI	2540	Almond	MANILA	SATURDAY, 19th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 2nd August, 1908.

Shipping—Steamers.

HONGKONG, NEW YORK & BOSTON.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL (With Liberty to Call at the MALABAR COAST.)

S.S. "INDRAMAYO" On 19th September, 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 15th August, 1908.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 5th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 17th October, 1908.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 22nd August, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG TO VICTORIA, B.C., AND TACOMA VIA

KEELUNG, MOI, KOU, YOKKAICHI, SHIMIZU AND YOKOHAMA.

Steamer Tons. Captain. Sailing d to 1908.

Imvrie 4789. Cold 20th Sept.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 26th August, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ..Capt. E. W. WALKER.

"KWONG SAI" ..Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey\$4.

Meals\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YURN ON S.S. CO., LD., and

SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 21st July, 1907.

HONGKONG AVERAGE MARKET PRICES.

Corrected 25th August, 1908. per 5 Mds.

BUTCHER MEAT.

	Cents.
Beef, fairloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	18
" Sirloin—Ngau Lau	18
" Sausages—Ngau Yuk Chang	26
" Bullock's Brains—Know	10
" Tongue fresh—Ngau Li	10
" Corned—Ham Ngau Li	58
" Head—Ngau Tau	80
" Heart—Ngau Sum	18
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Keok	7
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	17
" Liver—Ngau Con	12
" Tripe (unpressed)—Ngau To	7

Calves' Head and Feet—Ngau-chai-tau-keok	set \$1.00
Mutton Chop—Yeung Pak Kwal	22
" Leg—Yeung Pei	22
" Shoulder—Yeung Shau	20
Pigs' Chittings—Chi cheong	24
" Brains—Chi Kow	12
" Feet—Chi Keok	12
" Fry—Chi Chak	15
" Head—Chi Tau	14
" Heart—Chi Sum	10
" Kidneys—Chi Yiu	10
" Liver—Chi Koa	7
Pork Chop—Chi Pak Kwal	22
" Corned—Ham Cha Yuk	12
" Leg—Chi Pei	12
" Fat or Lard—Chu Yau	17
Sheep's Head and Feet—Yeung Tau	20
" Keok	50
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	12
Sucking Pigs, To Order—Chu Chai	22
Set Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Sin Kai	34
Ducks—Ap	18
Doves—Pan Kau	18
Eggs, Hen—Kai Tan	per doz. 24
Fowl, Canton—Kai	24
" Hainan—Hoi Nam Kai	28
Geese—Ngo	20
Geese, Wild Shanghai—Shoung Hoi Ye	20
" Ngo	pair
Musk Deer—Wong Keng	each
Hare—Ta Chai	each
Partridge—Chi Khoo	each
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	each
Quail—Um Chun	each
Rice Birds—Wo Fa Cheuk	doseh
Snap—Sa Chul	each
Turkeys, Cock—Fo Kai Kung	pair
" Hen—Na	pair
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	pair
Wild Ducks—Canton—Sang Shing Sui	pair
" Ap	per pair

FISH.

Barbel—Ka Yu	10
Bream—Bin Yu	17
Canton Fresh Water Fish—Hoi Bin Yu	16
Carp—Li Yu	20
Catfish—Chik Yu	12
Codfish—Mun Yu	14
Crabs—Hoi	20
Cuttle Fish—Muk Yu	20
Dab—Sa Mang Yu	20
Dace—Wong Mei Lun	10
Dog Fish—Ting Ta Sa	9
Eels, Conger—Hoi Man Yu	16
" Fresh water—Tam Sui Yu	15
" Yellow—Wong Sin	28
Frogs—Tien Kai	38
Garo—Sak Pan	48
Gadgong—Pak Kup Yu	20
Herring—Tso Pak	20
Halibut—Cheung Kwan Yu	26
Labrus—Wong Fa Yu	20
Loach—We Yu	28
Lobsters—Lung Ha	32
Mackerel—Chi Yu	16
Monk Fish—Mun Yu	28
Mullet—Chai Yu	24
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	20
Perch—Tau Loo	15
Pike—Fa Paw Poong	9
Plaice—Pan Yu	18
Pomfret, Black—Hak Cheung	22
Pomfret, White—Pak Cheung	32
Prawns—Ming Ha	48
Ray—Pel Pa Sa	9
Rock Fish—Sak Kung	16
Roach—Chau Yu	31
Salmon, (Oven), fresh water—Ma Yan	40
Yell	40

FRUITS.

Almond—Hung Yan	24
Apples, (California)—Kam San Ping	20
" Ko	20
" (Cheloo)—Tin Chun Ping	24
" Ko	24
" Small—Hoi Tong	7
" Costard—Fan Lai Chi	7
Bananas, fragrant, Canton—Sang Shoung	10
" Heung Chiu	10
" (brides), Macao—San Heung Chiu	10
Chestnuts, Chinese—Fong Lut	10
Carambola—Yeung Tou	10
Cocoanuts—Yeh Ts	10
Grapes—Sin Tai Ts	10
Lemons, China—Ning Moong	6
" Amer.—Kum San Ning Moong	5
Lichees, Small Stone—Lai Chi Con	14
" Fresh, Lai Chi	14
Limes, (Saigon)—Sai Kung Ning	5
" Moong	5
Mango, Mahila—Lui Sung Moong	10
Mango, Saigon—Sai Kung Moong	10
Mangosteens, San Chuk Ts per 100	\$1.10
Oranges, Tim Chang	5
" Small—Tai Kut	5
" Mandarin—Tim Kut	5
Olives—Pak Lam	8
Passion Fruit	each
Pears, (American)—Kam San Shui Li	10
" (Canton), Cooking—Sa Li	9
" (Shanghai)—Shoung Hoi Li	18
Peanuts, Fa Sang	10
Persimmons, Large—Hung Chie	10
Pine-apples, 1st quality—Shoung Puen	10
" 2nd quality—Chung-tong	5
Platains—Tai Chiu	3
Plums, Swatow—Hung Lai	10
Pumelo, Siam—Chim Lo Yau	12
Walnuts, Hop Ton	12
" Green—Sang Hop Ton	5
Shanghai Lo Kwal	10

VEGETABLES, &c.

Artichokes, Shanghai—Shoung Hoi Ah	5
" Chi Chai	5
Beans, (French) Macao—Oh Moon Pin	10
" Pin Tan	10
Beans, Sprout—Ah Chai	4
Beans, Long—Tau Kok	8
Beet Root—Hung Choi Tau	each
Brinjals, Green—Cheung Yuen Ker	6
Brinjals, Red—Hung Ker	6
Brussels—Pak Chai	10
Bamboo Shoots—Chook Shun	4
Cabbage, Chinese, com.—Kai Choy	15
Cabbage, Red—Kai Lan Tau	15
Cabbage, (Shanghai)—Yeh Chai	20
Cane Shoots, bunch—Kau Shun	10
Cauliflower, Large size—Tai Yeh Chai	10
" Fa	each
Cauliflower, Medium size—Cheung Yeh	10
" Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	10
Carrots—Kam Shun	10
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Chai	10
Celery, White—Pak Yeung Kan Chai	10
Chillies, Dried—Com Lai Chiu	10
" Red—Hung Fa	8
" Green—Cheng Lat Chiu	8
Curry Stuff, English—Ka Lee Choi Liu	8
Cucumbers—Cheung Kwa	6
Bitter Squash—Fu Kwa	15
Garlic—Suen Tau	18
Ginger, young—Sun Tse Kung	5
" old—Lo Kung	15
Horse Radish, Shanghai—Lik Kan	5
Indian Corn—Suk Mai	piece
Lettuce—Yeung Sang Choi	each
Water Chestnuts—Ma Tai	10
" Mandarin—Kwei Lum Ma Tai	10
Musk Melon	each
Mushrooms, Fresh—Sang Cho Kho	45
Onions, Bombay—Yeung Chung Tau	6
" Green—Sang Chung	4
" Shai—Shoung Hoi Chung Tau	5
" Kaper—Yat Poon	10
Okros—Mo Ker	10
Parsley, English—Yeung Un Sai	\$2.00
Gradus Pea	each
Green Peas—Cheng Tau	15
Potatoes, Sweet—Fan Shu	5
" Shanghai—Shoung Hoi Shu	5
" Tai	3
" Japan—Yat Poon Shu Tai	3
" American—Fa Ki	3
" Foochow—Fak Chan Shu Tai	3
" Macao—Oh Moon	10
Pumpkin—Hong Kw	5
Radish—Hung Lo Pak Tai	5
Rhubarb	each
Shallots—Oon Chung Tau	6
Spinage (Chinese)—Paw Choi	15
Spinach—Yia Choi	5
Tomatoes—Fan Ker	7
Taro—Wu Tai	15
Turnips, Fun-ti (Long)—Low Pak	5
" English—Yeung Low Pak	5
Vegetable Marrow—Chik Kwa	10
Water Cresses—Sai Yeung Choi	10
" Caltrops—Lan Kok	10
" Lily Roots—Lin Ngau	10
Yams—Tai Shu	10
Sage	per bundle

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A. Gibson, 1907

Secretary, Sanitary Board.

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